

I CLAIM

1. An engine, comprising:

an input system for compressing a combustion fluid and feeding the combustion fluid into a combustion chamber of the engine;

a first output device connected to a pressure output of the combustion chamber and driving a load; and

a second output device connected to the pressure output of the combustion chamber and connected to drive said input system;

whereby a decrease in a speed of said first output device results in an increase of a speed of said second output device.

2. The engine according to claim 1, wherein said input system is a rotary input system and whereby an increase and a decrease in an input speed of the input system respectively cause a corresponding increase and a decrease in a pressure output of combustion chamber.

3. The engine according to claim 1, which comprises a mechanical feedback link connecting said second output device to said input system and driving said input system.

4. The engine according to claim 1, which comprises an electrical feedback link converting a power output of said second output device to electrical energy and for driving said input system.

5 An engine, comprising:

an input system for compressing a combustion fluid and feeding the combustion fluid into a combustion chamber of the engine;

a first output device connected to a pressure output of the combustion chamber and driving a load; and

a second output device connected to the pressure output of the combustion chamber and connected to drive said input system;

whereby a given output pressure from the combustion chamber drives said first and second output devices at a given, substantially constant combined speed, and the combined speed is formed by a speed of said first output devices and a speed of said second output device.

6. The engine according to claim 5, wherein said input system is a rotary input system and whereby an increase and a decrease in an input speed of the

input system respectively cause a corresponding increase and a decrease in a pressure output of combustion chamber.

7. The engine according to claim 5, which comprises a mechanical feedback link connecting said second output device to said input system and driving said input system.

8. The engine according to claim 1, which comprises an electrical feedback link converting a power output of said second output device to electrical energy and for driving said input system.

9. An engine, comprising:

an input system for compressing a combustion fluid and feeding the combustion fluid into a combustion chamber of the engine;

a first output device connected to a pressure output of the combustion chamber and driving a load; and

a second output device connected to the pressure output of the combustion chamber and connected to drive said input system;

whereby a given output pressure from the combustion chamber drives said first and second output devices with a given, substantially constant

combined output power, and the combined output power is formed by adding an output power of said first output device and an output power of said second output device.

10. The engine according to claim 9, wherein an increased load acting on said first output device results in an increase in a power output of said second output device.

11. The engine according to claim 9, wherein an increase and a decrease in the power output of said input system respectively cause a corresponding increase and a decrease in a power output of said combustion chamber.

12. The engine according to claim 9, which comprises a mechanical feedback link connecting said second output device to said input system and driving said input system.

13. The engine according to claim 9, which comprises an electrical feedback link converting a power output of said second output device to electrical energy and for driving said input system.